

Bipartisan Infrastructure Law (BIL): Transit/Public Transportation

- The \$158M coming to Montana to improve public transportation equates to a little over \$7M in additional funding annually over current levels, for MDT this is approximately 30% increase in the first year of IIJA with gradual increases (approximately 2%) each additional year of the bill.
- MDT is only one recipient of the public transportation funding coming to Montana, the Metropolitan Planning Organizations (MPO) that include Billings, Great Falls and Missoula as well as tribal governments also receive a portion of this funding directly.
- The biggest challenge with utilizing federal public transportation funding will continue to be the non-federal match requirement for local governments/transit providers.
- MDT administers pass-through transit grant funding to local governments and providers of public transportation. MDT does not play a role in operations or management of transit systems.
- MDT will award the public transportation funding at the increased level through our existing annual application process for operating and capital assistance.
- MDT will continue to apply for discretionary grants on behalf of non-MPO local transit providers for supplemental funding for specialized projects as requested by local transit agencies. These specialized projects range from heavy duty and/or electric buses to new facility construction and/or upgrades to a facility. The table below lists the discretionary programs that are available to Montana's transit systems.

Discretionary Grant Programs

Program	Program Type	Description	Project Types	Federal Share/Match
Bus and Bus Facilities Competitive Program, 49 USC 5339(b)	Discretionary Grant (competitive)	Program that makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes and innovations to modify low or no emission vehicles or facilities.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment and to construct bus related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	Federal share is 80% of the net capital project cost, unless the grant recipient requests a lower percentage. 85% maximum federal share for leasing or purchasing transit buses that meet ADA or Clean Air Act. 90% maximum federal share for leasing or acquiring low- or no-emission bus related equipment and facilities.
Low or No Emissions Bus Competitive Program, 49 USC 5339(c)	Discretionary Grant (competitive)	Provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.	Eligible projects include purchasing or leasing low- or no-emission buses, acquiring low- or no-emission buses with a leased power source, constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses, constructing new public transportation facilities to accommodate low- or no-emission buses, rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses	All eligible expenses under the Low-No Program are attributable to compliance with the Clean Air Act and/or ADA. 85% maximum federal share for leasing or purchasing a transit bus. 90% maximum federal share for leasing or acquiring low- or no-emission bus related equipment and facilities.